TYPE-CERTIFICATE DATA SHEET

No. EASA.A.110

AIRBUS A380

Type Certificate Holder:
AIRBUS S.A.S
2 ROND-POINT EMILE DEWOITINE
31700 BLAGNAC
FRANCE

Airworthiness Category: Large Aeroplanes

For Models: A380-841/-842
A380-861
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SECTION 1: A380-800 SERIES

I. General

1. Type/ Model/ Variant
   A380-800

2. Performance Class
   A

3. Certifying Authority
   EASA

4. Manufacturer
   AIRBUS S.A.S
   2 Rond-point Emile Dewoitine
   31700 Blagnac
   FRANCE

5. EASA Type Certification Application Date
   A80-841/-842: 20 December 2001
   A380-861: 30 April 2003

6. EASA Type Certification Date
   A380-841/-842: 12 December 2006
   A380-861: 14 December 2007

II. Certification Basis

Non-proprietary data contained in selected SC, ESF, or Deviation that are part of the Certification Basis are published in an Explanatory Note annex to the TCDS with the number: 01. The document is not exhaustive and will be gradually updated. An update of the Explanatory Note will not cause an update of the TCDS.

1. EASA Certification Basis

The following EASA/JAA airworthiness standards effective on the reference date:
   - JAR 1 at change 5 plus orange papers 1/97/1 and 1/99/1
   - JAR 25 at change 15
   - JAR AWO at change 2 (post TC for autoland)

2. Special Conditions

2.1 Special Conditions issued because the product has novel or unusual design features relative to the design practices on which the applicable JAR 25 are based (JAR 21.16(a)(1)):

   SC B-01  Stalling and scheduled operating speeds
   SC B-02  Motion and effects of cockpit control
   SC B-04  Static directional, lateral and longitudinal stability and low energy awareness
SC B-05  Flight envelope protection
SC B-06  Normal load factor limiting system
SC B-10  Human factors evaluation of novel features in the flight deck
SC B-15  Soft Go-Around mode (Post TC)

SC C-01  Crashworthiness of Large Aircraft Structures
SC C-02  Discrete gust
SC C-03  Loading conditions for multi leg landing gear
SC C-04  Undercarriage lateral turning loads
SC C-05  Jacking by landing gear
SC C-06  Dynamic braking
SC C-11  Interaction of systems and structures
SC C-13  Design manoeuvre requirements
SC C-15  Design dive speed Vd
SC C-16  Limit pilot forces

SC D-03  Emergency exit arrangement-outside viewing
SC D-04  Crew rest compartments (Post TC)
SC D-06  Use of stairs between decks
SC D-07  Fire detection and protection in passenger cabin
SC D-12  Design for security
SC D-28  Harmonised 671/672
SC D-33  Extendable length escape slide
SC D-39  Inertia Locking Device in Dynamic Seats (optional)
SC D-41  Installation of Suite Type Seating (optional)
SC D-42  Type C Passenger Exits (optional)
SC D-45  Trolley Stowage/ Lift Systems with Proximity to Upper Deck Staircase
SC D-47  Installation of Inflatable Seat Belts (Optional)
SC D-52  Installation of structure mounted airbag (optional)
SC D-54  Installation of Suite Type Seating for two Passengers (Optional)
SC D-57  Installation High Wall Suite Type seating (optional)
SC D-55  Shower installation (optional)

SC F-01  JAR 25.1301 and 1309 compliance: Design assurance and safety assessment process
SC F-02  Slide/ Raft portability
SC F-12  HIRF Protection
SC F-26  Flight recorders, data link recording
SC F-52  Lithium – Ion battery installation

2.2  Special Conditions issued because the intended use of the product is unconventional (JAR 21.16(a)(2) :

SC D-20  Towbarless towing
SC D-31  High altitude operation

SC G-06  Ferrying one engine unserviceable (optional)

2.3  Special Conditions issued because experience from other products has shown that unsafe conditions may develop (JAR 21.16(a)(3)): 

TE.CERT.00051-001 © European Aviation Safety Agency, 2024. All rights reserved. ISO9001 Certified.   Page 6 of 19
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.
SC D-13  Fire protection of thermal and acoustic insulation material
SC D-15  Brakes and braking system – NPA 25D291
SC D-43  Heat Release and Smoke Density to Seat Materials
SC D-46  PED Charging Stowage
SC E-02  Fuel tank safety
SC E-04  Thrust reverser system requirements
SC E-05  Sustained engine imbalance
SC F-GEN-01 Non-rechargeable lithium battery installations, applicable from the issue date of this TCDS at issue 14.
SC H-01  ICA on EWIS

3. Exemption / Deviation
None

4. Equivalent Safety Findings (JAR 21.21(c)(2))

ESF C-12  Vibration, buffet and aeroelastic stability requirements
ESF C-14  Proof of structure
ESF C-19  Checked Pitching manoeuvre loads
ESF C-20  Engine failure loads
ESF C-21  Continuous turbulence loads
ESF D-17  Fuselage doors
ESF D-19  Casting factors
ESF D-21  Allowable carbon dioxide concentration in aeroplane cabins and cabin ozone concentration
ESF D-24  Packs off operation
ESF D-48  Belly Fairing Thermal/acoustic Insulation Materials
ESF D-49  Improved flammability standards for Lower Deck crew
ESF D-50  Composite Pressure Bulkhead Thermal/acoustic Insulation Materials
ESF D-56  Forward facing seat with more than 18° to a/c centerline
ESF E-06  Falling and blowing snow
ESF E-09  Fuel tank crashworthiness
ESF E-10  Fuel tank access covers
ESF E-11  Rolls-Royce Trent turbine overheat detection (for A380-841/-842 models only)
ESF E-12  GP 7200 Fan zone as a non fire zone (for A380-861 model only)
ESF E-15  Warning means for engine fuel filters (for A380-841/-842 models only)
ESF E-16  Thrust reverser testing
ESF E-17  Oil temperature indication
ESF E-19:  Engine fuel filter location (for A380-861 model only)
ESF E-20  Fire extinguishing agent concentration – compliance with JAR 25.1195(c) (Post TC – A380-841/-842 models only)
ESF F-11  Pneumatic systems
ESF F-15  Hydraulic systems
ESF F-23  Landing light switch
5. Environmental Protection Requirements

5.1 Noise:
See TCDSN No EASA.A.110

5.2 Fuel venting:

6. Elect to Comply

The following paragraphs of JAR 25 at amendment 16 issued May 1st, 2003 are elected to comply by Airbus:

JAR25.21(d) JAR25.791 JAR25.954 JAR25.1321 JAR25.1521(d)
JAR25.25 JAR25.803 JAR25.961 JAR25.1325 title JAR25X1524
JAR25.149(e) JAR25.807 JAR25.967 JAR25.1415 JAR25.1527
JAR25.251 JAR25.812 JAR25.975(a)(5) JAR25.1441 JAR25.1545
JAR25X261 JAR25.815 JAR25.981 JAR25.1443 JAR25.1547
JAR25.337 JAR25.853 JAR25.993 JAR25.1445(a) JAR25.1549
JAR25.493 JAR25.857 JAR25.994 JAR25.1447 JAR25.1581
JAR25.562(b) JAR25.863(b)(4) JAR25.997 JAR25.1449 JAR25.1583
JAR25.605 JAR25.904 JAR25.1013 JAR25.1450 JAR25.1585
JAR25.607 JAR25.907 JAR25.1015 JAR25.1457 JAR25.1587
JAR25.701 JAR25.933 JAR25.1019 JAR25.1513
JAR25.733 JAR25.939 JAR25.1145 JAR25X1516
JAR25.777 JAR25.951 JAR25.1303 JAR25.1517
JAR25.781 JAR25.952 JAR25.1305 JAR25.1519

Appendix D paragraph (b)
Appendix H subparagraph H25.3(e)

Appendix I

Note: JAR 25.1517, as in amendment 16 of JAR 25, is amended by Equivalent Safety Finding ESF C-21.

The following paragraphs of CS 25 at amendment 3 issued September 12, 2007, are elected to comply by Airbus for A/C fitted with modification 71249:

CS 25.811(d), (g)
CS 25.811(g)
CS 25.812(b)(1)(i)
CS 25.812(b)(1)(ii)

The following paragraph of CS 25 at amendment 6 issued July 6, 2009, is elected to comply by Airbus for A/C fitted with modification 67860:

CS 25.856(b)

EASA Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free hand-held fire extinguisher.

EASA Certification Specification 25.853 (g) at amendment 23 for all applications received after 04.07.2023.
CS-ACNS initial issue for ELS, EHS and ADS-B Out is elected to comply by Airbus for A/C fitted with modification 76012.

The following paragraphs of JAR AWO as modified per NPA AWO 8 and 10, adopted by the JAAC on 07 February 2003, that are elected to comply by Airbus per their letter AI/LE-A 828.0005/99 issue 3 dated 20 July 2001:

Introduction to JAR AWO Subpart 3, section B, 3rd paragraph, Introduction to JAR AWO Subpart 3, section C, 2nd paragraph, Introduction to JAR AWO Subpart 3, section D, 1st paragraph, Introduction to JAR AWO Subpart 4, 2nd paragraph

JAR AWO 131(c)(2) JAR AWO 313 JAR AWO 316(a) JAR AWO 381
JAR AWO 304(b) JAR AWO 314 JAR AWO 321(c)(4) JAR AWO 481(a)
JAR AWO 305 JAR AWO 316 title JAR AWO 321(d)(4)

7. Operational Suitability Data

The EASA Type Certification basis with respect to Grandfathering of Operational Suitability Data (OSD) is defined as follows:

CCD: The certification Basis is defined in CRI CCD-01

MMEL: The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1
For all models: for all applications received after 01.09.2023, CS MMEL issue 2.

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD
Initial Issue dated 31 January 2014

III. Technical Characteristics and Operational Limitations

1 A380-841/-842 Powered by RR Engines

1.1 Type Design Definition
1.2. Description

Four turbo-fan, long range, twin-aisle, large category airplane.

1.3 Engines

A380-841: Four (4) RB211 Trent 970-84 or RB211 Trent 970B-84 turbofan engines
A380-842: Four (4) RB211 Trent 972-84 or RB211 Trent 972B-84 or RB211 Trent 972E-84 turbofan engines

Engine Limits:

<table>
<thead>
<tr>
<th>ENGINE LIMITS DATA SHEET</th>
<th>A380-841 RB211 Trent 970B-84</th>
<th>A380-842 RB211 Trent 972B-84</th>
<th>A380-842 RB211 Trent 972E-84</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level: -Take-off (5mn)* (flat rated 30°C)</td>
<td>348.31 kN</td>
<td>356.81 kN</td>
<td>341.41 kN</td>
</tr>
</tbody>
</table>

*10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with EASA TCDS paragraph IV-1.

Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

1.4. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU.
Refer to the applicable Consumable Material List (CML) for comprehensive fuel types specification.

Oil: Refer to the applicable Consumable Material List (CML).
Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

1.5. Airspeed Limits

Refer to approved Airplane Flight Manual.
1.6 Centre of Gravity

Refer to approved Airplane Flight Manual.

1.7 Maximum Certified Mass

<table>
<thead>
<tr>
<th>VARIANT</th>
<th>000 Basic</th>
<th>001 (64636)</th>
<th>002 (64605)</th>
<th>003 (66611)</th>
<th>004 (69436)</th>
<th>005 (69879)</th>
<th>006 (73786)</th>
<th>007 (71127)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTW (T)</td>
<td>562</td>
<td>512</td>
<td>571</td>
<td>512</td>
<td>562</td>
<td>562</td>
<td>575</td>
<td>492</td>
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<tr>
<td>MTOW (T)</td>
<td>560</td>
<td>510</td>
<td>569</td>
<td>510</td>
<td>560</td>
<td>560</td>
<td>573</td>
<td>490</td>
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<tr>
<td>MLW (T)</td>
<td>386</td>
<td>394</td>
<td>391</td>
<td>395</td>
<td>391</td>
<td>386</td>
<td>393</td>
<td>395</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>361</td>
<td>372</td>
<td>366</td>
<td>373</td>
<td>366</td>
<td>366</td>
<td>368</td>
<td>373</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VARIANT</th>
<th>008 (73787)</th>
<th>009 (74293)</th>
<th>010 (74294)</th>
<th>011 (75724)</th>
<th>012 (76092)</th>
<th>013 (77844)</th>
<th>014 (77854)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTW (T)</td>
<td>577</td>
<td>512</td>
<td>482</td>
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<td>571</td>
<td>494</td>
<td>574</td>
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<tr>
<td>MTOW (T)</td>
<td>575</td>
<td>510</td>
<td>480</td>
<td>575</td>
<td>569</td>
<td>492</td>
<td>572</td>
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<tr>
<td>MLW (T)</td>
<td>394</td>
<td>386</td>
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<td>391</td>
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<tr>
<td>MZFW (T)</td>
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<td>361</td>
<td>361</td>
<td>369</td>
<td>366</td>
<td>361</td>
<td>366</td>
</tr>
</tbody>
</table>

2 A380-861 Powered by GP Engines

2.1 Type Design Definition

A380-861: 00L 000H0861/C01, Issue 2, June 2008

2.2 Description

Four turbo-fan, long range, twin-aisle, large category airplane.

2.3 Engines

A380-861: Four (4) Engine Alliance GP7270 P/N GP7270GP01 turbofan engines

Engine Limits:

<table>
<thead>
<tr>
<th>ENGINE LIMITS DATA SHEET FAA E00072EN</th>
<th>A380-861 Engine Alliance GP7270</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
</tr>
<tr>
<td>- Take-off (5mn)* (flat rated 30°C)</td>
<td>332.44 kN</td>
</tr>
</tbody>
</table>

*The normal 5 minute takeoff rating may be extended to 10 minutes for engine out contingency in accordance with the FAA TCDS Note 2.
Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

2.4. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU. Refer to the applicable Consumable Material List (CML) for comprehensive fuel types specification.

Oil: Refer to the applicable Consumable Material List (CML). Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

2.5. Airspeed Limits
Refer to approved Airplane Flight Manual.

2.6. Centre of Gravity
Refer to approved Airplane Flight Manual.

2.7. Maximum Certified Mass

<table>
<thead>
<tr>
<th>VARIANT (Modification Number)</th>
<th>000 Basic (64636)</th>
<th>001 (64605)</th>
<th>002 (66611)</th>
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<td>575</td>
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<tr>
<td>MTOW (T)</td>
<td>560</td>
<td>510</td>
<td>569</td>
<td>510</td>
<td>560</td>
<td>560</td>
<td>573</td>
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<td>361</td>
<td>369</td>
<td>366</td>
<td>361</td>
<td>366</td>
</tr>
</tbody>
</table>

3 Data Pertinent to all A380-800 series

3.1. Equipment
The equipment required by the applicable requirements shall be installed.

Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00L252C0028/C01 for cabin seats,
- 00L252C0027/C01 for galley,
- 00L252C0032/C01 for cabin attendant seats.

3.2. Auxiliary Power unit

One Pratt & Whitney Canada PW980A

Oils: Refer to the Consumable Material List (CML).
Refer to APU Manufacturers Operating Instructions

3.3 Fluid Capacities

<table>
<thead>
<tr>
<th>Tanks</th>
<th>Usable Fuel Litres (Kg)</th>
<th>Unusable Fuel Litres (Kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outer Left</td>
<td>10 340 (8 272)</td>
<td>38 (30)</td>
</tr>
<tr>
<td>Feed 1</td>
<td>27 632 (22 106)</td>
<td>82 (66)</td>
</tr>
<tr>
<td>Mid Left</td>
<td>36 461 (29 169)</td>
<td>50 (40)</td>
</tr>
<tr>
<td>Inner Left</td>
<td>46 142 (36 914)</td>
<td>70 (56)</td>
</tr>
<tr>
<td>Feed 2</td>
<td>29 349 (23 479)</td>
<td>88 (70)</td>
</tr>
<tr>
<td>Feed 3</td>
<td>29 349 (23 479)</td>
<td>88 (70)</td>
</tr>
<tr>
<td>Inner Right</td>
<td>46 142 (36 914)</td>
<td>70 (56)</td>
</tr>
<tr>
<td>Mid Right</td>
<td>36 461 (29 169)</td>
<td>50 (40)</td>
</tr>
<tr>
<td>Feed 4</td>
<td>27 632 (22 106)</td>
<td>82 (66)</td>
</tr>
<tr>
<td>Outer Right</td>
<td>10 340 (8 272)</td>
<td>38 (30)</td>
</tr>
<tr>
<td>Trim</td>
<td>23 698 (18 958)</td>
<td>49 (39)</td>
</tr>
<tr>
<td>Systems</td>
<td>793 (634)</td>
<td>382 (305)</td>
</tr>
<tr>
<td>Total</td>
<td>324339 (259471)</td>
<td>1086 (869)</td>
</tr>
</tbody>
</table>

3.4. Flight Envelope
Refer to approved Airplane Flight Manual.

3.5. Operating Limitations
Refer to approved Airplane Flight Manual.

3.6. All Weather Capabilities
The aircraft is qualified to Cat 3 precision approach and autoland.

3.7. Minimum Flight Crew
Two (2): Pilot and Co-pilot
3.8. Maximum Seating Capacity

The maximum number of passengers approved for emergency evacuation is: 868

Upper deck: 330 pax
Main deck: 538 pax

3.9. Minimum Cabin Crew

In accordance with the following:

<table>
<thead>
<tr>
<th>Installed Passenger Seats</th>
<th>Minimum Cabin Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Deck 301 to 330</td>
<td>7</td>
</tr>
<tr>
<td>Upper Deck 300 or fewer</td>
<td>6*</td>
</tr>
<tr>
<td>Main Deck 501 to 538</td>
<td>11</td>
</tr>
<tr>
<td>Main Deck 500 or fewer</td>
<td>10</td>
</tr>
</tbody>
</table>

* An additional cabin crew is needed at the fwd stair if the number of installed seats fwd of door U1 L/R is above 30.

NOTE: The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC).

3.10. Baggage/ Cargo Compartment

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>28577 kg or 63000 lb</td>
</tr>
<tr>
<td>Aft</td>
<td>20310 kg or 44775 lb</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>2515 kg or 5540 lb</td>
</tr>
</tbody>
</table>

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref.: 00L080H0001/C0S.

3.11. Wheels and Tyres


3.12. Electrical Power Center Configuration Data File Tool

An Airline Configuration Tool (ACTS) has been developed and qualified to allow airlines to manage the Configuration Data File of Secondary Power Distribution Boxes (SPDB). This ACTS tool shall be used in accordance with the SIL “Guidance on Electrical system Configuration Data File update” reference “SIL 24-085”.

[Additional content may follow here]
Applicable version of the ACTS tool is version 2 (CSCI 51220010-7)

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

   Approved Aircraft Flight Manual: STL 38000

2. Instructions for Continued Airworthiness and Airworthiness Limitations

   Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 1,

   Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 2,

   Limitations applicable to Certification Maintenance Requirements are provided in the A380 Airworthiness Limitations Section Part 3,

   Limitations applicable to Ageing System Maintenance are provided in the A380 Airworthiness Limitations Section Part 4,

   Limitations applicable to Fuel Airworthiness Limitations are provided in the A380 Airworthiness Limitations Section Part 5,


V. Operational suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a. Grandfathered Master Minimum Equipment List applicable on 17 February 2014 and later EASA approved revisions. STL38100 reference introduced from November 2015.
   b. The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1. The certification basis is CS MMEL issue 2 for all applications received after 01.09.2023
   c. Required for entry into service by EU operator

2. Flight Crew Data
   a. The Flight Crew data (FCD) reference “A380 Family Operational Suitability Data Flight Crew - L01RP1528235” at the latest applicable revision,
   b. The certification basis is CS-FCD, Initial Issue, dated 31 Jan 2014
   c. Required for entry into service by EU operator
   d. Pilot Type Rating : A 380

3. Cabin Crew Data
a. The Cabin Crew Data (CCD) reference “A380 Operational Suitability Data Cabin Crew (Ref: L01RP1534107)” at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.

b. Required for entry into service by EU operator.

c. The A380-800 aircraft model is a new type for cabin crew

VI. Part-26 compliance information

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points
- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

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<tr>
<th>Acronym</th>
<th>Definition</th>
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<tr>
<td>APU</td>
<td>Auxiliary Power Unit</td>
</tr>
<tr>
<td>AWO</td>
<td>All Weather Operations</td>
</tr>
<tr>
<td>CRI</td>
<td>Certification Review Item</td>
</tr>
<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
</tr>
<tr>
<td>ESF</td>
<td>Equivalent Safety Finding</td>
</tr>
<tr>
<td>EWIS</td>
<td>Enhanced Wiring Interconnection System</td>
</tr>
<tr>
<td>HIRF</td>
<td>High Intensity Radiated Field</td>
</tr>
<tr>
<td>ICA</td>
<td>Instructions for Continued Airworthiness</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>JAA (C)</td>
<td>Joint Aviation Authorities (Central)</td>
</tr>
<tr>
<td>JAR</td>
<td>Joint Aviation Requirements</td>
</tr>
<tr>
<td>NPA</td>
<td>Notice of Proposed Amendment</td>
</tr>
<tr>
<td>PED</td>
<td>Portable Electronic Device</td>
</tr>
<tr>
<td>RR</td>
<td>Rolls Royce</td>
</tr>
<tr>
<td>SC</td>
<td>Special Condition</td>
</tr>
<tr>
<td>TCDS</td>
<td>Type Certificate Data Sheet</td>
</tr>
<tr>
<td>TCDSN</td>
<td>Type Certificate Data Sheet for Noise</td>
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II. Type Certificate Holder Record
### III. Change Record

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<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
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<td>Issue 01</td>
<td>12/12/06</td>
<td>Initial Issue</td>
<td>Initial Issue, 12/12/06</td>
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<td>Issue 02</td>
<td>12/10/07</td>
<td>Section 2, III, 1.1: Correction of Type Definition reference&lt;br&gt;Section 2, III, 2.9: Update to All Weather Capabilities&lt;br&gt;Section 2, III, 2.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation</td>
<td>Initial Issue, 12/12/06</td>
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<tr>
<td>Issue 03</td>
<td>14/12/07</td>
<td>Section 2, II, 1.: Inclusion of A380-861 reference&lt;br&gt;Section 2, II, 2.: Inclusion of A380-861 reference&lt;br&gt;Section 2, II, 6.: New ESF E-19&lt;br&gt;Section 2, II, 8.: Removal of Additional National Requirements&lt;br&gt;Section 2, II, 8.: Re-number of para 9 to 8, Elect to Comply&lt;br&gt;Section 2, III, 2.: New Section to include A380-861 data&lt;br&gt;Section 2, III, 3.: Re-numbered Section, General Data&lt;br&gt;Section 2, III, 3.12.: Update to Operational, Maintenance Instructions and Airworthiness Limitation</td>
<td>Issue 02, 14/12/07</td>
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<td>20/02/09</td>
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<td>Issue 05</td>
<td>01/12/09</td>
<td>Addition of Change Record&lt;br&gt;Section 2, II, 4.3: New Special Condition D-46&lt;br&gt;Section 2, II, 5.: Additional Weight Variants&lt;br&gt;Section 2, II, 8.: Additional Weight Variant&lt;br&gt;Section 2, III, 1.6: Additional Weight Variant&lt;br&gt;Section 2, III, 2.6: Additional Weight Variant&lt;br&gt;Section 2, III, 3.10: Wheels and Tyres mixability allowed&lt;br&gt;Section 2, III, 3.11: Correction to Hydraulic Fluid Specification&lt;br&gt;Section 2, III, 3.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation</td>
<td>Issue 02, 14/12/07</td>
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<td>Issue 06</td>
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<td>Section 2, II, 4.1: New Special Condition D-47&lt;br&gt;Section 2, II, 5: New ESF, D-48, D-49 and D-50&lt;br&gt;Section 2, III, 1.6: Additional Weight Variant 007</td>
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<td>07</td>
<td>16/09/11</td>
<td>Section 2, III, 2.6: Additional Weight Variant 007 Section 2, III, 3.9: Addition of “Electrical Power Center Configuration Data File Tool paragraph Section 2, III, 3.13: Update to Operational, Maintenance Instructions and Airworthiness Limitation</td>
<td>Issue 02, 14/12/07</td>
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<td>24/09/13</td>
<td>Section 2, III, 3.9: Addition of “Electrical Power Center Configuration Data File Tool paragraph Section 2, III, 3.13: Update to Operational, Maintenance Instructions and Airworthiness Limitation</td>
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<td>11/12/15</td>
<td>New EASA Template - change of Logo Section 1, II: Introduction on Explanatory Note to the TCDS Section 1, II, 1: deletion of TCDS No. § re-numbering of following § Section 1, II, 2.1: Addition of SC, D-54, D-57 Section 1, II, 6: Addition of Elect to Comply by Airbus of CS25.811 (d),(g) and CS25.812(b)(1)(i),(ii) at amendment3 for A/C fitted with modification 71249 Section 1, II, 6: Addition of Elect to Comply by Airbus of CS25.856(b) at amendment 6 for A/C fitted with modification 67860 Section 1, II, 7: Addition of new § for OSD Section 1, III, 1.7: Addition of WV009, WV0010, WV011 and WV012 Section 1, III, 2.7: Addition of WV009, WV0010, WV011 and WV012 Section 1, III, 3.3: deletion of 6 propeller re-numbering of following § Section 1, III, 3.8: Update Maximum Seating Capacity Section 1, III, 3.9: Addition of new § Minimum Cabin Crew Section 1, IV, 2: Update of Instructions for Continued Airworthiness and Airworthiness Limitations references Section V: Addition of § Operational Suitability Data Addition of Annex 1 – List of SC, ESF and Deviations</td>
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<td>Section 1, II, 7: correction of Typo for JAR-MMEL Subpart B Section 1, III, 1.3: Addition of engine Model Trent 972E correction of typo on referenced TCDS § numbering Section 1, V, 1: addition of § c. Section 1, V, 2: correction of § numbering.</td>
<td>Issue 02, 14/12/07</td>
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<td>Cover Page update with new Airbus headquarters address Section 1, II, 6: Addition of Elect to Comply to § CS 25.851(a),(c) at Amdt.17 by Airbus CRI D-GEN-AIRBUS-01.</td>
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<td>15/11/18</td>
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<td>Issue 3, 27/09/17</td>
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<tr>
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<td>12/07/19</td>
<td>Section 1, II, 2.3: Addition of SC F-GEN-01, Section 1, II, 6: Paragraph related to CS 25.851 (a) (c) amended for harmonisation with other Airbus program and CRI D-GEN-AIRBUS-01 reference removed.</td>
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<td>15</td>
<td>09/09/20</td>
<td>Section 1, II, 5.2: correction of header Section 1, III, 1.3 and 2.3, deleted “approved oil” line (covered now in 1.4 and 2.4) Section 1, III, 1.4 and 2.4: Approved fuel types, oil types and fuel additives section content harmonised with other Airbus programmes.</td>
<td>Issue 3, 27/09/17</td>
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<tr>
<td>16</td>
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<td>Section 1, II, 6: certification basis updated for 25.853 (g) (CS25 amdt. 23) Section 1, II, 7: certification basis updated for MMEL (CS MMEL issue 2) Section 1, V, 1: MMEL certification basis statement updated as per point above Section 1, VI: Part VI created for Part 26 compliance information</td>
<td>Issue 3, 27/09/17</td>
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-END-